

PATENT ABSTRACTS OF JAPAN

(11)Publication number : 06-141401

(43)Date of publication of application : 20.05.1994

(51)Int.Cl.

B60L 9/18

B60K 7/00

H02K 29/00

(21)Application number : 04-285693

(71)Applicant : KOKUSAN DENKI CO LTD

(22)Date of filing : 23.10.1992

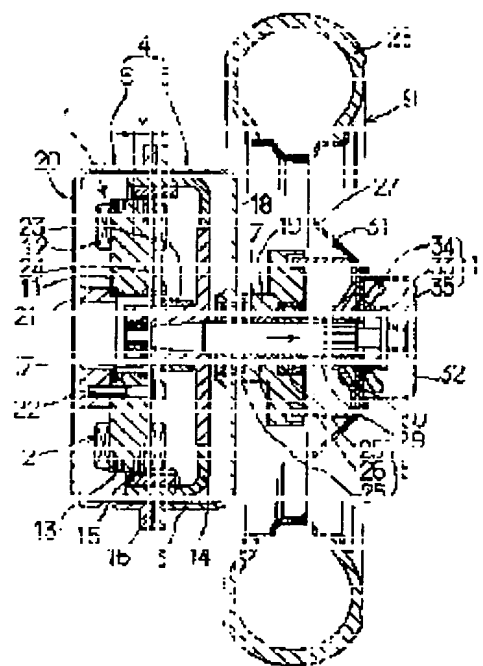
(72)Inventor : INABA YUTAKA

(54) DRIVER FOR MOTOR OPERATED VEHICLE

(57)Abstract:

PURPOSE: To provide a driver for a motor operated vehicle in which a large torque is generated in a low speed range and a high speed rotation is performed.

CONSTITUTION: A rotary shaft 7 is so thrustfully supported as to generate an axial relative displacement between a rotor 3 and a stator 2 of a DC motor. A centrifugal governor mechanism 10 for so driving the shaft 7 as to reduce an opposed area between a rotor pole 16 and a stator pole 13 upon rising of a rotating speed of a wheel 9 is provided. Generated torque is increased at the time of a low speed to increase a maximum rotating speed at the time of a high speed by regulating an effective magnetic flux amount crossing an armature winding 12 in response to a vehicle speed by the mechanism.



LEGAL STATUS

[Date of request for examination] 18.08.1997

[Date of sending the examiner's decision of rejection] 11.04.2000

[Kind of final disposal of application other than the examiner's decision of rejection or application converted registration]

[Date of final disposal for application]

[Patent number]

[Date of registration]

[Number of appeal against examiner's decision of rejection]

[Date of requesting appeal against examiner's decision of rejection]

[Date of extinction of right]

Copyright (C); 1998,2003 Japan Patent Office

*** NOTICES ***

JPO and NCIPi are not responsible for any damages caused by the use of this translation.

1.This document has been translated by computer. So the translation may not reflect the original precisely.

2.**** shows the word which can not be translated.

3.In the drawings, any words are not translated.

CLAIMS

[Claim(s)]

[Claim 1] The driving gear both for a motor car characterized by providing a magnetic-flux accommodation means to adjust the amount of effective magnetic flux which interlinks the wheel of a car to the armature winding of said motor in the driving gear both for a motor car which carries out a rotation drive by making a direct current motor into a driving source.

[Claim 2] It is the driving gear both for a motor car according to claim 1 which said direct current motor has the structure where a rotator magnetic pole and a stator magnetic pole counter in the direction of a path, and consists of a thrust device in which the relative variation rate of the direction of an axis is produced between the rotator of this motor, and a stator so that said magnetic-flux accommodation means may change the opposed face product of the rotator magnetic pole of said motor, and a stator magnetic pole.

[Claim 3] It is the driving gear both for a motor car according to claim 2 which the revolving shaft of said rotator is combined with this wheel in the condition that only the variation rate to the direction of an axis is permitted between said wheels, and consists of a centrifugal centrifugal-spark-advancer style which drives said revolving shaft so that said thrust device may decrease the opposed face product of said rotator magnetic pole and stator magnetic pole with the rise of the rotational speed of said wheel.

[Claim 4] Said thrust device is a driving gear both for a motor car according to claim 2 which consists of an actuator to which the variation rate of said stator is made to carry out in the direction of an axis so that the output signal of a speed detection means to detect the rotational speed of a motor may be followed and the opposed face product of the rotator magnetic pole of said motor and a stator magnetic pole may be decreased with the rise of rotational speed.

[Claim 5] Said thrust device is a driving gear both for a motor car according to claim 2 which consists of a manual operation member connected with the stator of said motor, and a manual operation device to which the variation rate of said stator is made to carry out in the direction of an axis so that the opposed face product of the rotator magnetic pole of said motor and a stator magnetic pole may be changed by actuation of this manual operation member.

[Claim 6] It is the driving gear both for a motor car according to claim 1 which said direct current motor has the structure where a stator magnetic pole and a rotator magnetic pole counter in the direction of an axis, and consists of a thrust device in which a relative change of the direction of an axis is produced between said rotators and stators of this motor so that said magnetic-flux accommodation means may change the gap between the rotator magnetic pole of said motor, and a stator magnetic pole.

[Translation done.]

* NOTICES *

JPO and NCIP are not responsible for any damages caused by the use of this translation.

1.This document has been translated by computer. So the translation may not reflect the original precisely.

2.*** shows the word which can not be translated.

3.In the drawings, any words are not translated.

DETAILED DESCRIPTION

[Detailed Description of the Invention]

[0001]

[Industrial Application] This invention relates to the driving gear both for a motor car which carries out the rotation drive of the wheel of the car which makes a direct current motor a driving source.

[0002]

[Description of the Prior Art] The driving gear both for a motor car which was made to carry out the rotation drive of the wheel of this car by making into a driving source the direct current motor which operates by DC power supplies, such as a dc-battery carried in the car, is known.

[0003] There are some which are used for the electromotive car indicated by JP,3-128789,A as this conventional kind of a driving gear. The effectiveness of a motor makes the rotational speed of a wheel change gears automatically, where the rotational frequency of the predetermined range near the rotational frequency which becomes max is maintained, and enables it to mitigate the motor load at the time of low-speed rotation of a wheel in this driving gear by transmitting rotation of a motor to a wheel through the driving mechanism which has an automatic centrifugal clutch and a belt type automatic transmission.

[0004] Moreover, the wheel in motor which was developed as an object for electric vehicles and which made the motor for a drive build in a wheel as a thing is reported (the 1992 motor technical symposium "the wheel in motor for electric automatic persons"). This motor is the brush loess direct current motor of the outer rotor structure where the rotator which constitutes a permanent magnet field rotates the outside of the stator which has an armature winding, it is incorporated into a wheel, a direct tire is attached in that rotator, and that drive current is controlled by the motor controller and the inverter.

[0005]

[Problem(s) to be Solved by the Invention] In the driving gear both for a motor car, big generating torque is needed at the time of the low-speed transit at the time of start of a car and a climb etc. Moreover, at the time of flat-ground stationary transit, although generating torque may be comparatively small, it is required that high-speed operation should be possible.

[0006] They are [magnetic flux / which interlinks the applied voltage of an armature winding to V , and generally interlinks the number of turns of N and an armature winding for rotational speed to n and an armature winding in a direct current motor / armature current / ϕ and] T and a comparison constant about R and generating torque in resistance of i and a coil $K1$, $K2$, and $K3$ When it carries out $V=K1 N n \phi + R i$ It reaches. $T=K2 i \phi$ — (1),

***** (ing), an output P and effectiveness η serve as $P=K3 N T$ and $\eta=P/Vi$, respectively. The property of an output P and the generating torque τ over the rotational speed N of a motor changes with flux linkages ϕ of an armature winding.

[0007] For drawing 8, the magnitude of the flux linkage ϕ of an armature winding is $\phi 1$, respectively. And it is the mimetic diagram (in the case of $\phi 2$, effectiveness η is shown) having shown the rotational speed N of a motor, and an output P and relation with the generating torque T about the case where it is $\phi 2$ ($\phi 1 > \phi 2$). As shown in this drawing, it is the large value $\phi 1$ about the flux linkage of an armature winding. If it selects It is the small value $\phi 2$ about a flux linkage so that high-speed rotation may no longer be obtained and necessary generating torque may be acquired conversely also in a high-speed region, although generating torque in a low-speed area can be enlarged. When it selects, it

becomes impossible to acquire big generating torque in a low-speed area.

[0008] Since the conventional driving gear used for the electromotive car indicated by JP,3-128789,A operated where the rotational frequency of the predetermined range near [where the effectiveness of a motor becomes max] the rotational frequency is maintained, its effectiveness of a motor is good, and although a wheel could make generate big torque at the time of the low speed of a car since the wheel was driven through the belt type automatic transmission, it had the problem that where of decline in the effectiveness by the driving mechanism arises. Moreover, in this driving gear, since an automatic transmission was needed, it was unavoidable that cost becomes high.

[0009] Next, in the conventional driving gear which made the motor for a drive build in a wheel, although the efficiency of transmission was good since the direct drive of the wheel was carried out with the motor, when generating torque required to a low-speed area was acquired, the motor of a big output was needed, and there was a problem that a motor became large-sized. Moreover, although control was made possible in this conventional driving gear to the rotational-speed field which exceeded the rated speed by performing field-weaking control using a control circuit, there was a problem that effectiveness got remarkably bad and the drive current of a motor became larger than the time of a stationary, in the rotational-speed field beyond a rated speed.

[0010] The purpose of this invention is to offer the driving gear both for a motor car which also enabled high-speed operation while enabling it to acquire big generating torque by the low-speed area, without using an automatic gear change device or large-sized-izing a motor.

[0011]

[Means for Solving the Problem] This invention is a driving gear both for a motor car which carries out the rotation drive of the wheel of a car by making a direct current motor into a driving source, and in this invention, it establishes a magnetic-flux accommodation means to adjust the amount of effective magnetic flux interlinked to the armature winding of a motor in order to attain the above-mentioned purpose.

[0012] When using the thing of the structure where a rotator magnetic pole and a stator magnetic pole counter in the direction of a path, as a direct current motor, the thrust device in which the relative variation rate of the direction of an axis is produced between the rotator of a motor and a stator so that the opposed face product of the rotator magnetic pole of a motor and a stator magnetic pole may be changed can constitute the above-mentioned magnetic-flux accommodation means.

[0013] The centrifugal centrifugal-spark-advancer style which drives a revolving shaft so that the opposed face product of a rotator magnetic pole and a stator magnetic pole may be decreased with the rise of the rotational speed of a wheel can constitute the above-mentioned thrust device. In this case, this revolving shaft is combined with a wheel in the condition that the variation rate to the direction of an axis is permitted between the revolving shaft of the rotator of a direct current motor, and a wheel.

[0014] The above-mentioned thrust device is controlled by the output signal of a speed detection means to detect the rotational speed of a motor again, and the actuator to which the variation rate of the stator is made to carry out in the direction of an axis so that the opposed face product of a rotator magnetic pole and a stator magnetic pole may be decreased with the rise of rotational speed can also constitute it.

[0015] The manual operation device to which the variation rate of the stator of a motor is made to carry out in the direction of an axis so that the opposed face product of the rotator magnetic pole of a motor and a stator magnetic pole may be changed again by actuation of the manual operation member connected with the stator of a motor and this manual operation member can also constitute the above-mentioned thrust device.

[0016] When the structure where a stator magnetic pole and a rotator magnetic pole counter in the direction of an axis uses as a motor, the thrust device in which the relative variation rate of the direction of an axis is produced between the rotator of this motor and a stator so that the gap between a rotator magnetic pole and a stator magnetic pole may be changed can constitute the above-mentioned magnetic-flux accommodation means.

[0017]

[Function] If the amount of effective magnetic flux which interlinks the wheel of a car to the armature winding of the direct current motor which carries out a rotation drive is adjusted with a magnetic-flux accommodation means, it becomes possible to adjust the rotational frequency output characteristics of

this motor according to the size of the amount of effective magnetic flux, it can enlarge generating torque at the time of a low speed, and can make high the maximum engine speed which can reach at the time of a high speed.

[0018] If the thrust device in which the relative variation rate of the direction of an axis is produced is established between the rotator of this motor, and a stator and it changes the opposed face product of a rotator magnetic pole and a stator magnetic pole according to this thrust device in using the direct current motor which has the structure where a stator magnetic pole and a rotator magnetic pole counter in the direction of a path, the amount of effective magnetic flux interlinked to an armature winding according to the magnitude of the opposed face product can be adjusted.

[0019] If the centrifugal centrifugal-spark-advancer style which drives a revolving shaft constitutes a thrust device so that the opposed face product of a rotator magnetic pole and a stator magnetic pole may be decreased with the rise of the rotational speed of a wheel, this amount of effective magnetic flux can be adjusted so that the amount of effective magnetic flux interlinked to an armature winding with the rise of rotational speed may decrease. Therefore, at the time of a low speed, the amount of effective magnetic flux can be made [many], generating torque of a motor can be enlarged, the amount of effective magnetic flux can be made small with the rise of rotational speed, the maximum shaft speed which can reach can be made high, and it becomes possible to operate a motor near the horsepower output in each rotational speed.

[0020] Also when the actuator to which the variation rate of the stator is made to carry out in the direction of an axis constitutes the above-mentioned thrust device so that the opposed face product of a rotator magnetic pole and a stator magnetic pole may be decreased with the rise of the rotational speed of a motor, generating torque can be enlarged in a low-speed field, and the maximum shaft speed which can reach can make high in a high-speed field by adjusting this amount of effective magnetic flux so that the rise of rotational speed may be decreased with the amount of effective magnetic flux interlinked to an armature winding.

[0021] If the manual operation device to which the variation rate of the stator of a motor is made to carry out in the direction of an axis is used as the above-mentioned thrust device so that the opposed face product of the rotator magnetic pole of a motor and a stator magnetic pole may be changed, according to the vehicle speed corresponding to the rotational speed or this rotational speed of a motor, the amount of flux linkages of an armature winding can be adjusted by manual operation.

[0022] In using the direct current motor of the structure where a stator magnetic pole and a rotator magnetic pole counter in the direction of an axis According to the thrust device in which the relative variation rate of the direction of an axis is produced between the rotator of this motor, and a stator so that the gap between a rotator magnetic pole and a stator magnetic pole may be changed When the above-mentioned magnetic-flux accommodation means is constituted, the amount of effective magnetic flux which the magnetic reluctance of this gap is changed and is interlinked to an armature winding can be changed by changing the gap between a rotator magnetic pole and a stator magnetic pole according to this thrust device.

[0023]

[Example] Drawing 1 is what showed the structure of the 1st example of this invention, and it makes the variation rate of the revolving shaft of the rotator of a motor carry out in the direction of an axis according to the thrust device which consists of a centrifugal centrifugal-spark-advancer style, and he is trying to adjust the amount of effective magnetic flux interlinked to an armature winding in this example by decreasing the rise of the rotational speed of a wheel with the opposed face product of the stator magnetic pole and rotator magnetic pole which counter in the direction of a path.

[0024] As for the bearing to which the direct current motor with which 1 consists of a stator 2 and a rotator 3, motor housing which 4 consists of casing 5 and covering 6, and holds a motor 1, and 7 support a revolving shaft 7 to the revolving shaft of a rotator 3, and 8 supports it to casing 5, and 9, in this drawing, a wheel and 10 are centrifugal centrifugal-spark-advancer styles.

[0025] The direct current motor 1 of this example is the brushless motor of outer rotor structure, a stator 2 consists of a stator core 11 which made the 3n piece (n is 4 at an integer) salient pole section project from the annular yoke section to a radial, and an armature winding 12 constituted by carrying out three-phase-circuit connection of the coil wound around each salient pole section of this stator core, and the periphery side edge section of each salient pole section serves as the stator magnetic

pole 13. The three-phase-circuit output terminal of an armature winding 12 is connected to the output terminal of the below-mentioned inverter circuit. The rotator 3 consists of what attached the permanent magnet 15 in the peripheral wall section inner circumference of the cup-like flywheel 14 mostly. A permanent magnet 15 is magnetized in the direction of a path, and forms the rotator magnetic pole 16 of the stator magnetic pole 13 and 2n pole which counters in the direction of a path. A boss 17 is formed in the center of the bottom wall section of a flywheel 14, this boss 17 is attached in the end of a revolving shaft 7, and the rotator 3 is attached in the revolving shaft 7.

[0026] Casing 5 consists of a light alloy etc., has the cup-like section 18 and a bearing support 19, and is supporting the revolving shaft 7 by the bearing 8 fitted in the bearing support 19. This casing 5 is being fixed to the car body of the car which is not illustrated.

[0027] Covering 6 consists of a light alloy etc., it has the cup-like section 20 and the stator attachment section 21 prepared in the bottom wall center section of this cup-like section, and the stator core 11 is attached in the stator attachment section 21 according to **** 22. Where the opening side of each cup-like section 18 and 20 is compared, it is mutually combined by **** (not shown), and the direct current motor 1 will be covered with both the cup sections 18 and 20 by casing 5 and covering 6.

[0028] In order to detect the angle-of-rotation location of the magnetic pole of a rotator 3, the magnet 23 for rotator location detection which fixed on the periphery of the boss 17 of a rotator 3, and three rotator location sensors 24 which consist of hall devices attached in the annular section of a stator core 11 at intervals of 120 degrees so that this may be surrounded are formed.

[0029] Bearing 8 is constituted by two ball bearings 25 and the sleeve 26 arranged in the meantime, and is supporting the revolving shaft 7 possible [sliding of the direction of an axis] free [rotation].

[0030] The wheel 9 consists of a tire 28 with which the periphery of a rim 27 and this rim was equipped. A body 29 is fixed to the center section of the rim 27, and fitting of this body 29 is carried out to the revolving shaft 7 through the spline 30. Thereby, the revolving shaft 7 and the wheel 9 of each other are combined in the condition that only the variation rate of the direction of an axis is permitted, between the revolving shaft 7 and the wheel 9. The fender 31 mostly formed in the shape of a cup in the condition of surrounding a body 29 is fixed to the field by the side of the bearing 8 of a rim 27, and the centrifugal-spark-advancer covering 32 is attached in the fender 31 of a rim 27, and the field of the opposite side in the condition of surrounding the centrifugal centrifugal-spark-advancer style 10.

[0031] The flange section 33 which the centrifugal centrifugal spark advancer device 10 fixed in the location of the other end approach of a revolving shaft 7, The centrifugal weight 34 of the pair to which press one field of the flange section 33 and the variation rate of the revolving shaft 7 is made to carry out in the direction of an arrow head of illustration when this flange section 33 is approached, it is supported free [rotation] near the center section of the rim 27 of a wheel and a centrifugal force acts, It is constituted by the spring 35 which oppresses the field of another side of the flange section 29, and energizes a revolving shaft 7 in the direction opposite to the direction of an arrow head of illustration.

[0032] If the variation rate of the direction of an axis is produced by the centrifugal centrifugal-spark-advancer style 10 between a revolving shaft 7 and a wheel 9, the opposed face product of the stator magnetic pole 13 and the rotator magnetic pole 16 will change, and the amount ϕ of effective magnetic flux interlinked to an armature winding 12 will change. Rotational speed NL predetermined in the rotational speed N of a wheel 9 The variation rate of the direction of an axis of a revolving shaft 7 is regulated so that the center position of the direction of an axis of the rotator magnetic pole 16 may be maintained in the following within the limits by the condition (it sets to drawing 1 and is the condition of $x=0$) of being mostly in agreement with the direction center position of an axis of the stator magnetic pole 13, and in this condition, the amount ϕ of flux linkages of an armature winding is maximum ϕ_{iL} mostly. It has become. Rotational speed NL predetermined in the rotational speed N of a wheel 9 It exceeds, and when it goes up, a revolving shaft 7 is made to carry out a variation rate in the direction of an arrow head of illustration with the rise of rotational speed by the centrifugal-spark-advancer style 10. In connection with this, the opposed face product of the stator magnetic pole 13 and the rotator magnetic pole 16 decreases, and the amount ϕ of flux linkages of an armature winding 12 decreases. rotational speed -- further -- going up -- predetermined rotational speed NH reaching -- the amount ϕ of flux linkages of an armature winding -- ϕ_{iH} up to -- if it falls, even if rotational speed N rises further, the variation rate to the direction of an arrow head of illustration of a revolving shaft 7 will not arise -- as -- the variation rate of a revolving shaft 7 -- the amount is regulated.

[0033] the thing illustrating the relation of the above [drawing 2] — it is — the right half part of this drawing (A) — the rotational speed N of a wheel 9, and the variation rate of the direction of an axis of a revolving shaft 7 — relation with an amount x — moreover, the left half part of this drawing (A) — the variation rate of the direction of an axis of a revolving shaft 7 — the relation between an amount x and the amount ϕ of flux linkages of an armature winding 12 is shown. From these relation, when it asks for the rotational speed (therefore, rotational speed of a motor 1) N of a wheel 9, and relation with the amount ϕ of flux linkages of an armature winding, it comes to be shown in drawing 2 (B). The relation between this rotational speed N and the amount ϕ of flux linkages of an armature winding is the predetermined rotational speed N_L and N_H . Within the section of a between, the property of a motor 1 and the centrifugal centrifugal-spark-advancer style 10 is selected so that the output P of a motor 1 may serve as a peak price mostly.

[0034] Drawing 3 is what showed the control system for controlling the rotational speed of a direct current motor 1, and can use a thing well-known as this control system. In this drawing, it is the potentiometer by which, as for 36, the accelerator grip of the handle of a car was connected with the accelerator grip 36, as for 37, the moving contact was connected, and direct current voltage was impressed to both ends, and the moving contact of a potentiometer 37, the signal (location detecting signal of an accelerator grip) acquired between installation, and the phasing signal of the rotator 3 detected by the rotator location sensor 24 are inputted into the controller 38. The controller 38 has the microcomputer, and determines the duty factor of the current energized to a motor 1 based on the output signal of the location detecting signal obtained from a potentiometer 37, and the speed sensor which is not illustrated, and determines the phase of the alternating field in an armature winding 12 based on the output signal of the rotator location sensor 24, and gives the switching signal showing the duty factor about each armature winding 12, and a phase to the drive circuit 39.

[0035] In addition, in order to prevent that a high current flows to a motor 1 at the time of start of a car, the output signal of the motor current detecting circuit which is not illustrated is inputted into a controller 38, and a duty factor is controlled so that the drive current of the motor at the time of start does not become excessive by this controller.

[0036] The drive circuit 39 has the gate drive circuit 40 and the switching circuit 41. A gate drive circuit 40 is used as a controller 38, and connection of the switching circuit 41 is carried out to the armature winding 12 of each phase of a motor 1, respectively. A switching circuit 41 is what carried out parallel connection of three pairs of FET (field-effect transistor) 42 by which connection was carried out to the serial between a dc-battery 43 and touch-down, and diode 44 is formed between the source drains of each FET 42, respectively. The gate of each FET 42 is connected to a gate drive circuit 40, and the source drain connection of FET of each set is connected to the input terminal of the armature winding 12 of each phase.

[0037] The drive circuit 39 changes the magnitude of this drive current according to the rotation location of the accelerator grip 36 while passing the drive current which makes the armature winding 12 of a motor 1 produce alternating field by carrying out on-off control of each FET 42 based on the SWITCHINKU signal which a controller 38 outputs.

[0038] Drawing 4 is a mimetic diagram for explaining output characteristics in case the duty factor of the direct current motor 1 obtained in this example is 100%. The left half part of this drawing shows the relation (refer to drawing 2 (B)) between the amounts ϕ of flux linkages of the armature winding 12 adjusted by the rotational speed N and the magnetic-flux accommodation means (thrust device which consists of a centrifugal centrifugal-spark-advancer style 10) of a motor 1. The right half part of this drawing showed the rotational speed N of a motor 1, the output P of this motor, and the relation between the generating torque T .

[0039] For the curves $P(\phi_L)$, $P(\phi_1)$, and $(\phi_2)P(\phi_H)$ shown with the broken line in drawing 4, the amount ϕ of flux linkages of an armature winding 12 is ϕ_L , ϕ_1 , and ϕ_2 , respectively. And the output P of the motor 1 at the time of being maintained at one constant value each of ϕ_H ($\phi_L > \phi_1 > \phi_2 > \phi_H$) is shown. For these output performance diagrams, rotational speed N is N_L , N_1 , and N_2 , respectively. When it reaches and is N_H ($N_L < N_1 < N_2 < N_H$), it is a horsepower output P_m mostly. It is the becoming property.

[0040] Moreover, for the straight lines $T(\phi_L)$, $T(\phi_1)$, $T(\phi_2)$, and $T(\phi_H)$ shown with the chain line in drawing 4, similarly, the amount ϕ of flux linkages of an armature winding 12 is ϕ_L , ϕ_1 , and

phi 2. And the generating torque T of the motor 1 in the case of being one constant value each of phiH is shown. As this example showed to the left half part of drawing 4, for the amount phi of flux linkages of an armature winding 12, rotational speed N is NL. In the following fields, it is constant value phiL. It is held and rotational speed N is NH. In the above field, it is constant value phiH. It is held. rotational speed -- NL from -- NH up to -- the field of a between -- rotational speed N -- NL ->N1 ->N2 ->NH it goes up -- alike -- taking -- the amount phi of flux linkages -- phiL ->phi1 phi2 ->phiH It is adjusted so that it may decrease. therefore, the continuous line showed the output P of a motor 1 to the right half part of this drawing -- as -- rotational speed -- NL the following fields -- Curve P (phiL) -- meeting -- changing -- rotational speed -- NL from -- NH up to -- it is maintained in the field of a between by the value near the horsepower output Pm of about 1 law. Moreover, rotational speed is NH. In the above field, it becomes the property of changing along with Curve P (phiH). Similarly the generating torque T of a generator 1 will change in accordance with the characteristic curve shown as the continuous line as an envelope of straight lines T (phiL), T (phi 1), T (phi 2), and T (phiH) by the right half part of drawing 4. Therefore, as shown in this drawing, while big generating torque is acquired by the low-speed area, the property in which high-speed rotation is also possible can be acquired.

[0041] Drawing 5 is a mimetic diagram for explaining the vehicle speed obtained by the driving gear of this example, respectively at the time of the flat-ground transit with the comparatively light transit load of a car, and a climb with a large transit load, when operating a motor 1 at duty factor 100%.

[0042] the output characteristics of the motor which showed the curves P (phiL) and P (phiH) shown with the broken line to drawing 4 with this notation in this drawing -- corresponding -- the amount phi of flux linkages of an armature winding -- respectively -- constant value phiL And phiH it is -- the relation between the vehicle speed V of a case and the output P of a motor is shown. In drawing 5, the curves P shown as the continuous line are the output characteristics of the motor 1 acquired by this example. Moreover, curve L1 shown in this drawing with the chain line And L2 The vehicle speed V at the time of flat-ground transit and a climb and relation with the transit load L are shown, respectively.

[0043] In drawing 5, the vehicle speed obtained by the driving gear is called for as the vehicle speed in the intersection of the output characteristic curve of a motor, and a transit load curve. As shown in this drawing, in the driving gear of this example, the vehicle speed at the time of flat-ground transit is set to V1 (V1H), and the vehicle speed at the time of a climb is set to V2. on the other hand, the amount phi of flux linkages of an armature winding -- respectively -- constant value phiL And phiH it is -- the vehicle speed at the time of flat-ground transit is set to V1L and V1H (V1), respectively, and the vehicle speed at the time of a climb is set to V2L and V2H at a case, respectively. If the amount of flux linkages of an armature winding is selected to large value phiL (fixed), although the transit property at the time of a climb is good, if high-speed transit becomes impossible at the time of flat-ground transit and the amount of flux linkages of an armature winding is conversely selected to small value phiH (fixed), although high-speed transit in the flat ground is possible, the transit property at the time of a climb will worsen.

[0044] On the other hand, a transit property good also at the time of the time of flat-ground transit and a climb will be acquired at the case of the driving gear of this example.

[0045] Drawing 6 is what showed the structure of the 2nd example of this invention, in this example, by a direct current motor's having the structure where a stator magnetic pole and a rotator magnetic pole counter in the direction of a path, making the variation rate of the stator carry out in the direction of an axis, and changing the opposed face product of a stator magnetic pole and a rotator magnetic pole according to the rotational speed of a motor, he is trying to adjust the amount of flux linkages of an armature winding, and the same sign as drawing 1 is given to the considerable part equivalent to each part of drawing 1.

[0046] In drawing 6, a revolving shaft 7 is supported free [rotation] by two ball bearings 25 fitted in the bearing support 19 of casing 5, and the rotator 3 is attached in the end side of this revolving shaft 7. Fitting of the body 29 prepared in the center section of the rim 27 of a wheel 9 is carried out to the other end side of a revolving shaft 7, and the wheel 9 is fixed to the revolving shaft 7 with the nut 45.

[0047] 46 is a stator attachment member and this stator attachment member has the cylinder section 47 extended in the direction of an axis, and the flange 48 prepared in the end side of this cylinder section 47. The cylinder section 47 is supported by the sliding bearing 49 fitted in bearing prepared in the bottom wall center section of the cup-like section 20 of covering 6, and a stator 2 ****s it to a

flange 48, and it is attached by 22. The stator attachment member 46 is supported by the sliding bearing 49 in the condition that only the variation rate to the direction of an axis is permitted between coverings 6. Between the bottom wall section of the cup-like section 20 of covering 6, and the flange 48 of the stator attachment member 46, the spring 50 which oppresses this flange 48 and energizes the stator attachment member 46 in the direction opposite to the direction of an illustration arrow head is arranged.

[0048] The amount of flux linkages of an armature winding 12 is adjusted by connecting with the other end 51 of the stator attachment member 46 the actuator which is not illustrated, making the variation rate of the stator attachment member 46 carry out in the direction of an arrow head of illustration with a stator 2 with this actuator, and carrying out the variation rate of the opposed face product of the stator magnetic pole 13 and the rotator magnetic pole 16. Driving sources, such as a well-known solenoid or a torque motor, and the drive circuit which drives this driving source can constitute this actuator. This actuator is controlled by the output signal of the rate detector (not shown) which detects the vehicle speed corresponding to the rotational speed or this rotational speed of a motor 1, the attraction of the direction of an arrow head of the illustration which increases with the rise of the rotational speed of a motor 1 is generated, and the variation rate of the direction location of an axis of a stator 2 is carried out to the location where this attraction and the suppression force of a spring 50 balance. When setting up the property of an actuator and a spring 50 so that relation with the amount ϕ of flux linkages of the armature winding 12 when a stator 2 is made to carry out a variation rate according to the rotational speed N and this rotational speed of a motor 1 might become being the same as that of the relation shown in drawing 2 (B), the output characteristics of a motor 1 were able to be shown in drawing 4.

[0049] Although the thrust device to which made it make the variation rate of the stator carry out in the direction of an axis with the actuator controlled by the detecting signal of the rotational speed of a motor was used in the above-mentioned example, the thrust device to which the variation rate of the stator 2 is made to carry out in the direction of an axis by manual operation is also employable. In this case, by connecting the stator 2 and manual operation member of a motor 1 with a connection means, and operating this manual operation member with hand control, the variation rate of the stator 2 is made to carry out in the direction of an axis, and the opposed face product of the rotator magnetic pole 16 and the stator magnetic pole 13 is changed. For example, the end of the wire as a connection means is combined with the grip or lever prepared in the handle of a car as a manual operation member, and the other end of this wire is combined with the other end 51 of the stator attachment member 46 (refer to drawing 6). In this case, by operating a grip or a lever with hand control according to the rotational speed of a motor 1, or the vehicle speed of a car, and making the variation rate of the stator 2 carry out in the direction of an axis, the amount of flux linkages of an armature winding 12 can be adjusted, and the output characteristics of a motor 1 can be changed.

[0050] Although the rotator had the outer rotor structure of rotating the outside of a stator, as a direct current motor in each above example, what has inner rotor structure can also be used as this motor. The stator by which the motor in this case comes to wind an armature winding around each salient pole section of the stator core which turned the salient pole section of $3n$ (n : integer) individual to the direction inside of a path, and was made to project from the annular yoke section, The rotator which has the rotator magnetic pole of $2n$ pole which is arranged inside this stator and becomes a periphery from a permanent magnet constitutes, and it considers as the structure of making the stator magnetic pole formed of the point of each salient pole section of a stator core, and a rotator magnetic pole countering in the direction of a path. The device in which the relative variation rate of the direction of an axis is produced between a rotator and a stator with the means to which the variation rate of the means to which the variation rate of the revolving shaft with which the stator was attached is made to carry out in the direction of an axis like the case of said 1st example (refer to drawing 1) or the 2nd example (refer to drawing 6), or the stator is made to carry out in the direction of an axis can be used for the thrust device as a magnetic-flux accommodation means to adjust the amount of flux linkages of an armature winding.

[0051] Drawing 7 is what showed the structure of the 3rd example of this invention, and the magnetic-flux accommodation means is constituted from this example by the thrust device in which the relative variation rate of the direction of an axis is produced between the rotator of this motor, and a stator so

that the gap between the rotator magnetic pole of a motor and a stator magnetic pole may be changed, using what has the structure where a stator magnetic pole and a rotator magnetic pole counter in the direction of an axis, as a direct current motor. In drawing 7, the same sign as the sign in drawing 1 is given to the considerable part equivalent to each part of drawing 1.

[0052] The stator 2 of a motor 1 consists of a stator core 54 which made the salient pole section 53 of $3n$ (n : integer) individual project in the direction of an axis from one field of the direction of an axis of the yoke 52 of an annular disk type, and an armature winding 12 wound around this salient pole section 53 in drawing 7. The $3n$ piece salient pole section 53 is formed so that it may rank with a hoop direction by the equiangular distance, and the point of each salient pole section 53 serves as the stator magnetic pole 13. This stator 2 is ****ed in the stator attachment section 21 of covering 6, and is attached by 22.

[0053] The rotator 3 of a motor 1 consists of a permanent magnet 56 fixed to the field of the side which counters a center section with the salient pole section of the stator core of the disc-like magnetic-path configuration member 55 which has a boss 17, and this magnetic-path configuration member 55, and the permanent magnet 56 constitutes the rotator magnetic pole 16 of $2n$ pole where it is magnetized in the direction of an axis, and a unlike pole is located in a line with a hoop direction by turns. The rotator magnetic pole 16 is made to counter through a gap (cap length g) by the stator magnetic pole 13 and the direction of an axis.

[0054] The rotator 3 is attached in the end side of the revolving shaft 7 with which bearing of the sliding was carried out in rotation and the direction of an axis by bearing 8 possible, and the other end side of this revolving shaft 7 is combined with the wheel 9 in the condition that only the variation rate to the direction of an axis is permitted between wheels 9. The thrust device for producing the relative variation rate of the direction of an axis between the rotator 3 of a motor 1, and a stator 2 It consists of a centrifugal centrifugal-spark-advancer style 10 driven like the case of the 1st example as stated above so that the variation rate of the revolving shaft 7 may be made to carry out in the direction of an illustration arrow head. Gap length g of the direction of an axis between the stator magnetic pole 13 and the rotator magnetic pole 16 is increased with the rise of the rotational speed of a wheel 9, and it operates so that the amount of flux linkages of an armature winding 12 may be decreased.

[0055] Although a magnetic-flux accommodation means to change the gap between the stator magnetic pole 13 and the rotator magnetic pole 16 by making the variation rate of the revolving shaft 7 carry out in the direction of an axis in the direction of an axis by the centrifugal centrifugal-spark-advancer style 10 in support of the revolving shaft 7 of the rotator 3 of a motor possible [displacement] is used in the above-mentioned example As this magnetic-flux accommodation means, like the 2nd example (drawing 6) as stated above by making the variation rate of the stator 2 carry out in the direction of an axis in support of the stator 2 of a motor according to the rotational speed of a motor in the condition that it can displace in the direction of an axis The thrust device to which it was made to change the gap between a stator magnetic pole and a rotator magnetic pole can also be used.

[0056] Although the other end side of the revolving shaft which attached the rotator of a motor in the end side was combined with the direct wheel in each above example, you may make it combine the other end side of a revolving shaft with a wheel through a reduction gear device if needed.

[0057] In each above example, although the direct current motor was a thing of three-phase-circuit structure which has the rotator magnetic pole of $2n$ (n : integer) pole, and the stator magnetic pole of $3n$ pole, also when both a rotator magnetic pole and a stator magnetic pole are the single phase structures of $2n$ pole, this invention can be applied. In this case, also let the control system for controlling the rotational speed of a motor be a single phase control system.

[0058]

[Effect of the Invention] As mentioned above, since it enabled it to adjust the amount of effective magnetic flux interlinked to the armature winding of a motor with a magnetic-flux accommodation means according to this invention, the output of a motor is maintainable in the big condition over the range where rotational speed is large by adjusting the amount of flux linkages of an armature winding according to the rotational speed of a motor. Therefore, there is an advantage which big generating torque is acquired by the low-speed area, and can moreover obtain the driving gear both for a motor car in which high-speed rotation is possible, without using an automatic gear change device or large-sized-izing a motor.

[Translation done.]

*** NOTICES ***

JPO and NCIPi are not responsible for any damages caused by the use of this translation.

- 1.This document has been translated by computer. So the translation may not reflect the original precisely.
- 2.**** shows the word which can not be translated.
- 3.In the drawings, any words are not translated.

DESCRIPTION OF DRAWINGS

[Brief Description of the Drawings]

[Drawing 1] It is drawing of longitudinal section showing the structure of the 1st example of this invention.

[Drawing 2] It is a diagram for explaining the relation of the rotational speed and the amount of armature flux linkages in the example of drawing 1 .

[Drawing 3] It is the circuit diagram having shown the example of a configuration of the control system of the motor in the example of drawing 1 .

[Drawing 4] It is a diagram for explaining the output characteristics obtained with the motor in the example of drawing 1 .

[Drawing 5] It is a diagram for explaining the transit property of the car obtained using the example of drawing 1 .

[Drawing 6] It is drawing of longitudinal section showing the structure of the 2nd example of this invention.

[Drawing 7] It is drawing of longitudinal section showing the structure of the 3rd example of this invention.

[Drawing 8] It is the diagram having compared and shown the difference in a motor output in case the amounts of armature flux linkages of a motor differ.

[Description of Notations]

1 Direct Current Motor

2 Stator

3 Rotator

7 Revolving Shaft

9 Wheel

10 Centrifugal Centrifugal-Spark-Advancer Style

11 Stator Core

12 Armature Winding

13 Stator Magnetic Pole

16 Rotator Magnetic Pole

[Translation done.]

THIS PAGE BLANK (USPTO)

(19)日本国特許庁 (J P)

(12) 公 開 特 許 公 報 (A)

(11)特許出願公開番号

特開平6-141401

(43)公開日 平成 6 年(1994) 5 月20日

(51)Int.Cl. ⁵	識別記号	片内整理番号	F I	技術表示箇所
B 6 0 L 9/18		A 9380-4H		
B 6 0 K 7/00		8521-3D		
H 0 2 K 29/00		Z 9180-5H		

審査請求 未請求 請求項の数 6 (全 10 頁)

(21)出願番号 特願平4-285693

(22)出願日 平成 4 年(1992)10月23日

(71)出願人 000001340

国産電機株式会社

静岡県沼津市大岡3744番地

(72)発明者 稲葉 豊

静岡県沼津市大岡3744番地 国産電機株式
会社内

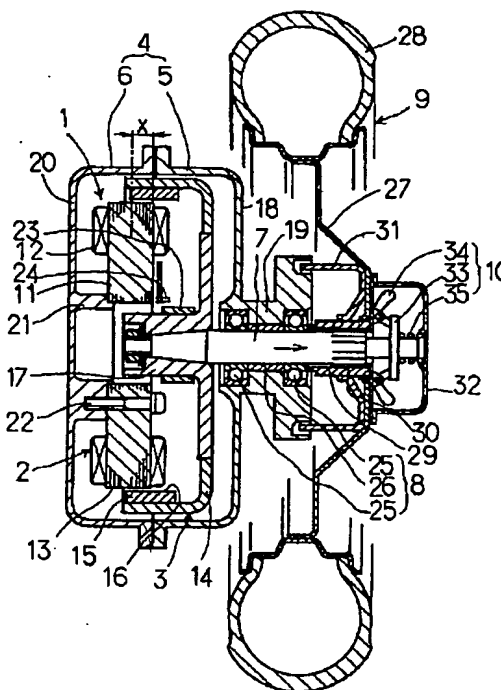
(74)代理人 弁理士 松本 英俊 (外 1 名)

(54)【発明の名称】 電動車両用駆動装置

(57)【要約】

【目的】低速領域で大きなトルクを発生し、しかも高速回転が可能な電動車両用駆動装置を提供する。

【構成】直流電動機の回転子 3 と固定子 2 との間に軸線方向の相対変位を生じさせるように、回転軸 7 をスラスト可能に支持しておく。車輪 9 の回転速度の上昇に伴って回転子磁極 1 6 と固定子磁極 1 3 との対向面積を減少させるように回転軸 7 を駆動する遠心ガバナ機構 1 0 を設ける。この遠心ガバナ機構により、車速に応じて電機子巻線 1 2 に鎖交する有効磁束量を調節して、低速時には発生トルクを大きくし、高速時の最高回転数を高くする。



【特許請求の範囲】

【請求項1】 直流電動機を駆動源として車両の車輪を回転駆動する電動車両用駆動装置において、前記電動機の電機子巻線に鎖交する有効磁束量を調節する磁束調節手段を具備したことを特徴とする電動車両用駆動装置。

【請求項2】 前記直流電動機は、回転子磁極と固定子磁極とが径方向に対向する構造を有し、前記磁束調節手段は、前記電動機の回転子磁極と固定子磁極との対向面積を変化させるように、該電動機の回転子と固定子との間に軸線方向の相対的な変位を生じさせるスラスト機構からなっている請求項1に記載の電動車両用駆動装置。

【請求項3】 前記回転子の回転軸は前記車輪との間に軸線方向への変位のみが許容される状態で該車輪に結合され、

前記スラスト機構は、前記車輪の回転速度の上昇に伴って前記回転子磁極と固定子磁極との対向面積を減少させるように前記回転軸を駆動する遠心ガバナ機構からなっている請求項2に記載の電動車両用駆動装置。

【請求項4】 前記スラスト機構は、電動機の回転速度を検出する速度検出手段の出力信号に応動し回転速度の上昇に伴って前記電動機の回転子磁極と固定子磁極との対向面積を減少させるように前記固定子を軸線方向に変位させるアクチュエータからなっている請求項2に記載の電動車両用駆動装置。

【請求項5】 前記スラスト機構は、前記電動機の固定子に連結された手動操作部材と、該手動操作部材の操作により前記電動機の回転子磁極と固定子磁極との対向面積を変化させるように前記固定子を軸線方向に変位させる手動操作機構とからなっている請求項2に記載の電動車両用駆動装置。

【請求項6】 前記直流電動機は、固定子磁極と回転子磁極とが軸線方向に対向する構造を有し、前記磁束調節手段は、前記電動機の回転子磁極と固定子磁極との間のギャップを変化させるように該電動機の前記回転子と固定子との間に軸線方向の相対的な変位を生じさせるスラスト機構からなっている請求項1に記載の電動車両用駆動装置。

【発明の詳細な説明】

$$V = K1 N n \phi + R i \quad \text{及び} \quad T = K2 i \phi \quad \dots (1)$$

が成立し、出力P及び効率 η はそれぞれ $P = K3 N T$ 及び $\eta = P / V i$ となる。電動機の回転速度Nに対する出力P及び発生トルクTの特性は電機子巻線の鎖交磁束 ϕ によって異なる。

【0007】図8は、電機子巻線の鎖交磁束 ϕ の大きさがそれぞれ $\phi1$ 及び $\phi2$ ($\phi1 > \phi2$) の場合について、電動機の回転速度Nと出力P及び発生トルクTとの関係を示した ($\phi2$ の場合は効率 η も示す) 模式図で、同図からわかるように、電機子巻線の鎖交磁束を大きい

【0001】

【産業上の利用分野】本発明は、直流電動機を駆動源とする車両の車輪を回転駆動する電動車両用駆動装置に関するものである。

【0002】

【従来の技術】車両に搭載されたバッテリー等の直流電源により作動する直流電動機を駆動源として、該車両の車輪を回転駆動するようにした電動車両用駆動装置が知られている。

【0003】従来のこの種の駆動装置として、例えば特開平3-128789号に記載された電動式車両に用いられているものがある。この駆動装置では、電動機の回転を自動遠心クラッチとベルト式自動変速機とを有する伝動機構を介して車輪に伝達することにより、電動機の効率が最大になる回転数の近傍の所定の範囲の回転数を維持した状態で車輪の回転速度を自動的に変速させて、車輪の低速回転時の電動機負荷を軽減できるようにしている。

【0004】また、電気自動車用として開発されたものとして、駆動用電動機を車輪に内蔵させたホイールインモータが報告されている(1992年モータ技術シンポジウム「電気自動車用ホイールインモータ」)。このモータは、電機子巻線を有する固定子の外側を永久磁石界磁を構成する回転子が回転するアウターロータ構造のブラシレス直流電動機で、車輪の中に組み込まれてその回転子に直接タイヤが取り付けられ、モータコントローラ及びインバータによりその駆動電流が制御されるようになっている。

【0005】

【発明が解決しようとする課題】電動車両用駆動装置では、車両の発進時や登坂時などの低速走行時に大きな発生トルクを必要とする。また平地定常走行時には、発生トルクは比較的小さくてもよいが、高速運転が可能であることが要求される。

【0006】一般に直流電動機においては、電機子巻線の印加電圧をV、回転速度をN、電機子巻線の巻数をn、電機子巻線に鎖交する磁束を ϕ 、電機子電流をi、巻線の抵抗をR、発生トルクをT、比較定数をK1、K2、K3とした場合、

値 $\phi1$ に選定すると、低速域での発生トルクを大きくすることができるが高速回転が得られなくなり、逆に高速域でも所要の発生トルクが得られるように鎖交磁束を小さい値 $\phi2$ に選定すると、低速域において、大きな発生トルクを得ることができなくなる。

【0008】特開平3-128789号に記載された電動式車両に用いられていた従来の駆動装置は、電動機の効率が最大になる回転数の近傍の所定範囲の回転数を維持した状態で動作するので、電動機の効率が良好であ

り、またベルト式自動変速機を介して車輪を駆動するので車両の低速時に車輪に大きなトルクを発生させることができるが、伝動機構による効率の低下が生じるという問題があった。またこの駆動装置では、自動変速機を必要とするため、コストが高くなるのを避けられなかった。

【0009】次に駆動用電動機を車輪に内蔵させた従来の駆動装置では、電動機で車輪を直接駆動するので伝動効率は良いが、低速域まで必要な発生トルクを得るようにすると大きな出力の電動機を必要とし、電動機が大形になるという問題があった。またこの従来の駆動装置では、制御回路を用いて弱め界磁制御を行うことにより定格回転速度を越えた回転速度領域まで制御を可能にしているが、定格回転速度を越えた回転速度領域では、効率が著しく悪くなって電動機の駆動電流が定常時より大きくなるという問題があった。

【0010】本発明の目的は、自動変速機構を用いたり電動機を大形化したりすることなく、低速域で大きな発生トルクを得ることができるようにするとともに、高速運転をも可能にした電動車両用駆動装置を提供することにある。

【0011】

【課題を解決するための手段】本発明は、直流電動機を駆動源として車両の車輪を回転駆動する電動車両用駆動装置であって、本発明においては、上記の目的を達成するため、電動機の電機子巻線に鎖交する有効磁束量を調節する磁束調節手段を設ける。

【0012】直流電動機として、回転子磁極と固定子磁極とが径方向に対向する構造のものをを用いる場合には、電動機の回転子磁極と固定子磁極との対向面積を変化させるように電動機の回転子と固定子との間に軸線方向の相対的な変位を生じさせるスラスト機構により、上記磁束調節手段を構成することができる。

【0013】上記スラスト機構は、車輪の回転速度の上昇に伴って回転子磁極と固定子磁極との対向面積を減少させるように回転軸を駆動する遠心ガバナ機構により構成することができる。この場合、直流電動機の回転子の回転軸と車輪との間に軸線方向への変位が許容される状態で該回転軸を車輪に結合する。

【0014】上記スラスト機構はまた、電動機の回転速度を検出する速度検出手段の出力信号により制御されて、回転速度の上昇に伴って回転子磁極と固定子磁極との対向面積を減少させるように固定子を軸線方向に変位させるアクチュエータにより構成することもできる。

【0015】上記スラスト機構はまた、電動機の固定子に連結された手動操作部材と、該手動操作部材の操作により電動機の回転子磁極と固定子磁極との対向面積を変化させるように電動機の固定子を軸線方向に変位させる手動操作機構とにより構成することもできる。

【0016】電動機として、固定子磁極と回転子磁極と

が軸線方向に対向する構造のものをを用いる場合には、回転子磁極と固定子磁極との間のギャップを変化させるように該電動機の回転子と固定子との間に軸線方向の相対的な変位を生じさせるスラスト機構により上記磁束調節手段を構成することができる。

【0017】

【作用】車両の車輪を回転駆動する直流電動機の電機子巻線に鎖交する有効磁束量を磁束調節手段により調節するようにすると、有効磁束量の大小に応じて該電動機の回転数出力特性を調節することが可能になり、低速時には発生トルクを大きくし、高速時には到達可能な最高回転数を高くすることができるようになる。

【0018】固定子磁極と回転子磁極とが径方向に対向する構造を有する直流電動機を用いる場合には、該電動機の回転子と固定子との間に軸線方向の相対的な変位を生じさせるスラスト機構を設けて、該スラスト機構により回転子磁極と固定子磁極との対向面積を変化させると、その対向面積の大きさに応じて電機子巻線に鎖交する有効磁束量を調節することができる。

【0019】車輪の回転速度の上昇に伴って回転子磁極と固定子磁極との対向面積を減少させるように回転軸を駆動する遠心ガバナ機構によりスラスト機構を構成すると、回転速度の上昇とともに電機子巻線に鎖交する有効磁束量が減少していくように該有効磁束量を調節することができる。従って、低速時には有効磁束量を多くして電動機の発生トルクを大きくし、回転速度の上昇に伴って有効磁束量を小さくして到達可能な最高回転速度を高くすることができ、各回転速度において電動機を最高出力近傍で動作させることが可能となる。

【0020】電動機の回転速度の上昇に伴って回転子磁極と固定子磁極との対向面積を減少させるように固定子を軸線方向に変位させるアクチュエータにより上記スラスト機構を構成した場合も、電機子巻線に鎖交する有効磁束量を回転速度の上昇に伴って減少させるように該有効磁束量を調節することにより、低速領域では発生トルクを大きくし、高速領域では到達可能な最高回転速度を高くすることができる。

【0021】上記スラスト機構として、電動機の回転子磁極と固定子磁極との対向面積を変化させるように電動機の固定子を軸線方向に変位させる手動操作機構を用いると、電動機の回転速度あるいは該回転速度に対応する車速に応じて、手動操作により電機子巻線の鎖交磁束量を調節することができる。

【0022】固定子磁極と回転子磁極とが軸線方向に対向する構造の直流電動機を用いる場合には、回転子磁極と固定子磁極との間のギャップを変化させるように該電動機の回転子と固定子との間に軸線方向の相対的な変位を生じさせるスラスト機構により、上記磁束調節手段を構成した場合には、該スラスト機構により回転子磁極と固定子磁極との間のギャップを変化させることにより該

ギャップの磁気抵抗を変化させて電機子巻線に鎖交する有効磁束量を変化させることができる。

【0023】

【実施例】図1は、本発明の第1実施例の構造を示したもので、この実施例では、遠心ガバナ機構からなるスラスト機構により電動機の回転子の回転軸を軸線方向に変位させて、径方向に対向する固定子磁極と回転子磁極との対向面積を車輪の回転速度の上昇に伴って減少させることにより電機子巻線に鎖交する有効磁束量を調節するようにしている。

【0024】同図において、1は固定子2と回転子3とからなる直流電動機、4はケーシング5とカバー6とからなっていて電動機1を収容するモータハウジング、7は回転子3の回転軸、8は回転軸7をケーシング5に支持する軸受、9は車輪、10は遠心ガバナ機構である。

【0025】この例の直流電動機1はアウトロータ構造のブラシレスモータで、固定子2は環状の継鉄部から3n個（nは整数で例えば4）の突極部を放射状に突出させた固定子鉄心11と、該固定子鉄心の各突極部に巻回されたコイルを3相結線して構成された電機子巻線12とからなり、各突極部の外周側端部が固定子磁極13となっている。電機子巻線12の3相出力端子は後述のインバータ回路の出力端子に接続されている。回転子3は、ほぼカップ状のフライホイール14の外周部内周に永久磁石15を取り付けたものからなっている。永久磁石15は径方向に着磁されて固定子磁極13と径方向に対向する2n極の回転子磁極16を形成している。フライホイール14の底壁部中央にはボス17が設けられ、該ボス17が回転軸7の一端に嵌着されて、回転子3が回転軸7に取り付けられている。

【0026】ケーシング5は軽合金等からなっていて、カップ状部18と軸受支持部19とを有し、軸受支持部19に嵌装された軸受8により回転軸7を支承している。このケーシング5は図示しない車両の車体に固定されている。

【0027】カバー6は軽合金等からなっていて、カップ状部20と該カップ状部の底壁中央部に設けられた固定子取付部21とを有し、固定子取付部21には、ねじ22により固定子鉄心11が取り付けられている。ケーシング5とカバー6とは、それぞれのカップ状部18及び20の開口側を突き合せた状態でねじ（図示せず）により互いに結合され、両カップ部18及び20により直流電動機1が覆われた状態になっている。

【0028】回転子3の磁極の回転角度位置を検出するため、回転子3のボス17の外周に固着された回転子位置検出用磁石23と、これを取り囲むように、固定子鉄心11の環状部に120度間隔で取り付けられたホール素子からなる3個の回転子位置センサ24とが設けられている。

【0029】軸受8は、2個のボールベアリング25と

その間に配置されたスリーブ26とにより構成されていて、回転軸7を回転自在にかつ軸線方向に滑動可能に支承している。

【0030】車輪9は、リム27と該リムの外周に装着されたタイヤ28とからなっている。リム27の中央部には円筒部29が固定され、該円筒部29がスプライン30を介して回転軸7に嵌合されている。これにより、回転軸7と車輪9との間に軸線方向の変位のみが許容される状態で回転軸7と車輪9とが互いに結合されている。リム27の軸受8側の面には、円筒部29を取り囲む状態でほぼカップ状に形成された泥よけ31が固定され、リム27の泥よけ31と反対側の面には、遠心ガバナ機構10を取り囲む状態でガバナカバー32が取り付けられている。

【0031】遠心ガバナ機構10は、回転軸7の他端寄りの位置に固着されたつば部33と、該つば部33に近接して車輪のリム27の中央部付近に回転自在に支持されて、遠心力が作用したときにつば部33の一方の面を押圧して回転軸7を図示の矢印方向に変位させる一対の遠心重錘34と、つば部29の他方の面を弾圧して回転軸7を図示の矢印方向と反対の方向に付勢するばね35とにより構成されている。

【0032】遠心ガバナ機構10により回転軸7と車輪9との間に軸線方向の変位が生じさせられると、固定子磁極13と回転子磁極16との対向面積が変化して、電機子巻線12に鎖交する有効磁束量 ϕ が変化する。車輪9の回転速度Nが所定の回転速度 N_L 以下の範囲内では、回転子磁極16の軸線方向の中心位置が固定子磁極13の軸線方向中心位置とほぼ一致する状態（図1において $x=0$ の状態）に維持されるように回転軸7の軸線方向の変位が規制されていて、この状態では電機子巻線の鎖交磁束量 ϕ がほぼ最大値 ϕ_L となっている。車輪9の回転速度Nが所定の回転速度 N_L を超えて上昇すると、回転速度の上昇に伴ってガバナ機構10により回転軸7が図示の矢印方向に変位させられる。これに伴って固定子磁極13と回転子磁極16との対向面積が減少していき、電機子巻線12の鎖交磁束量 ϕ が減少していく。回転速度が更に上昇して所定の回転速度 N_H に達し、電機子巻線の鎖交磁束量 ϕ が ϕ_H まで低下すると、回転速度Nが更に上昇しても回転軸7の図示の矢印方向への変位が生じないように回転軸7の変位量が規制されている。

【0033】図2は上記の関係を図示したもので、同図（A）の右半部は車輪9の回転速度Nと回転軸7の軸線方向の変位量xとの関係を、また同図（A）の左半部は回転軸7の軸線方向の変位量xと電機子巻線12の鎖交磁束量 ϕ との関係を示している。これらの関係から、車輪9の回転速度（従って電動機1の回転速度）Nと電機子巻線の鎖交磁束量 ϕ との関係を求めると、図2（B）に示すようになる。この回転速度Nと電機子巻線の鎖交

磁束量 ϕ との間の関係は、所定の回転速度 N_L と N_H との間の区間内では電動機1の出力 P がほぼ最高値となるように電動機1及び遠心ガバナ機構10の特性が選定されている。

【0034】図3は直流電動機1の回転速度を制御するための制御系を示したもので、この制御系としては公知のものを使用できる。同図において、36は車両のハンドルのアクセルグリップ、37はアクセルグリップ36に可動接触子が連結されて両端に直流電圧が印加されたポテンシオメータで、ポテンシオメータ37の可動接触子と設置間に得られる信号（アクセルグリップの位置検出信号）と、回転子位置センサ24により検出された回転子3の位相信号とがコントローラ38に入力されている。コントローラ38はマイクロコンピュータを有していて、ポテンシオメータ37から得られる位置検出信号と図示しない車速センサとの出力信号とに基づいて電動機1に通電する電流のデューティファクタを決定し、また回転子位置センサ24の出力信号に基づいて電機子巻線12における交番磁界の位相を決定して、各電機子巻線12についてのデューティファクタと位相とを表わすスイッチング信号を駆動回路39に与える。

【0035】尚車両の発進時に電動機1に大電流が流れるのを防止するため、コントローラ38には図示しない電動機電流検出回路の出力信号が入力され、該コントローラにより、発進時の電動機の駆動電流が過大にならないようにデューティファクタが制御されるようになってい

る。

【0036】駆動回路39はゲートドライブ回路40及びスイッチング回路41を有している。ゲートドライブ回路40はコントローラ38に、またスイッチング回路41は電動機1の各相の電機子巻線12にそれぞれ結線されている。スイッチング回路41は、直列に結線された3対のFET（電界効果トランジスタ）42をバッテリー43と接地との間に並列接続したもので、各FET42のソース・ドレン間にはそれぞれダイオード44が設けられている。各FET42のゲートはゲートドライブ回路40に接続され、また各対のFETのソース・ドレン接続部が各相の電機子巻線12の入力端子に接続されている。

【0037】駆動回路39は、コントローラ38が出力するスイッチング信号に基づいて各FET42をオン・オフ制御することにより、電動機1の電機子巻線12に交番磁界を生じさせる駆動電流を流すとともに、該駆動電流の大きさをアクセルグリップ36の回動位置に応じて変化させる。

【0038】図4は本実施例において得られる直流電動機1のデューティファクタが100%の時の出力特性を説明するための模式図で、同図の左半部は電動機1の回転速度 N と、磁束調節手段（遠心ガバナ機構10からなるスラスト機構）により調節された電機子巻線12の鎖

交磁束量 ϕ との間の関係（図2（B）参照）を示し、同図の右半部は電動機1の回転速度 N と該電動機の出力 P 及び発生トルク T との間の関係を示したのである。

【0039】図4において、破線で示した曲線 $P(\phi_L)$ 、 $P(\phi_1)$ 、 (ϕ_2) 及び $P(\phi_H)$ はそれぞれ電機子巻線12の鎖交磁束量 ϕ が ϕ_L 、 ϕ_1 、 ϕ_2 及び ϕ_H （ $\phi_L > \phi_1 > \phi_2 > \phi_H$ ）の各一定値に保たれた場合の電動機1の出力 P を示し、これらの出力曲線は回転速度 N がそれぞれ N_L 、 N_1 、 N_2 及び N_H （ $N_L < N_1 < N_2 < N_H$ ）のときにほぼ最高出力 P_m となる特性となっている。

【0040】また図4において鎖線で示した直線 $T(\phi_L)$ 、 $T(\phi_1)$ 、 $T(\phi_2)$ 及び $T(\phi_H)$ は同じく電機子巻線12の鎖交磁束量 ϕ が ϕ_L 、 ϕ_1 、 ϕ_2 及び ϕ_H の各一定値である場合の電動機1の発生トルク T を示したものである。本実施例では、図4の左半部に示したように、電機子巻線12の鎖交磁束量 ϕ は回転速度 N が N_L 以下の領域では一定値 ϕ_L に保持され、また回転速度 N が N_H 以上の領域では一定値 ϕ_H に保持される。回転速度が N_L から N_H までの間の領域では回転速度 N が $N_L \rightarrow N_1 \rightarrow N_2 \rightarrow N_H$ と上昇するにつれて鎖交磁束量 ϕ が $\phi_L \rightarrow \phi_1 \rightarrow \phi_2 \rightarrow \phi_H$ と減少していくように調節される。そのため、電動機1の出力 P は、同図の右半部に実線で示したように、回転速度が N_L 以下の領域では曲線 $P(\phi_L)$ に沿って変化し、回転速度が N_L から N_H までの間の領域ではほぼ一定の最高出力 P_m 近傍の値に維持される。また回転速度が N_H 以上の領域では曲線 $P(\phi_H)$ に沿って変化する特性となる。同様に、発生トルク T は同じく図4の右半部で直線 $T(\phi_L)$ 、 $T(\phi_1)$ 、 $T(\phi_2)$ 及び $T(\phi_H)$ の包絡線として実線で示されている特性曲線に沿って変化することになる。従って、同図からわかるように、低速域で大きな発生トルクが得られるとともに、高速回転も可能な特性を得ることができる。

【0041】図5は、電動機1をデューティファクタ100%で動作させた場合に、車両の走行負荷が比較的軽い平地走行時、及び走行負荷が大きい登坂時にそれぞれ本実施例の駆動装置により得られる車速を説明するための模式図である。

【0042】同図において、破線で示した曲線 $P(\phi_L)$ 及び $P(\phi_H)$ は図4に同記号で示した電動機の出力特性に相当し、電機子巻線の鎖交磁束量 ϕ がそれぞれ一定値 ϕ_L 及び ϕ_H の場合の車速 V と電動機の出力 P との関係を示している。図5において、実線で示した曲線 P は本実施例により得られる電動機1の出力特性である。また同図に鎖線で示した曲線 L_1 及び L_2 は、それぞれ平地走行時及び登坂時における車速 V と走行負荷 L との関係を示したものである。

【0043】図5において、駆動装置により得られる車速は電動機の出力特性曲線と走行負荷曲線との交点にお

ける車速として求められる。同図からわかるように、本実施例の駆動装置では平地走行時の車速は $V1$ ($V1H$) となり、登坂時の車速は $V2$ となる。これに対して、電機子巻線の鎖交磁束量 ϕ がそれぞれ一定値 ϕL 及び ϕH である場合には、平地走行時の車速はそれぞれ $V1L$ 及び $V1H$ ($V1$) となり、登坂時の車速はそれぞれ $V2L$ 及び $V2H$ となる。電機子巻線の鎖交磁束量を大きい値 ϕL

(一定)に選定すれば、登坂時の走行特性は良いが平地走行時に高速走行ができなくなり、逆に電機子巻線の鎖交磁束量を小さい値 ϕH (一定)に選定すれば、平地での高速走行は可能であるが登坂時の走行特性が悪くなる。

【0044】これに対し、本実施例の駆動装置の場合には、平地走行時も登坂時も良好な走行特性が得られることになる。

【0045】図6は本発明の第2実施例の構造を示したもので、この実施例では直流電動機は固定子磁極と回転子磁極とが径方向に対向する構造を有し、固定子を軸線方向に変位させて固定子磁極と回転子磁極との対向面積を電動機の回転速度に応じて変化させることにより電機子巻線の鎖交磁束量を調節するようにしており、図1の各部と同等の相当部分には図1と同じ符号が付してある。

【0046】図6において、回転軸7はケーシング5の軸受支持部19に嵌装された2個のボールベアリング25により回転自在に支持され、該回転軸7の一端側には回転子3が取り付けられている。回転軸7の他端側には車輪9のリム27の中央部に設けられた円筒部29を嵌合させてナット45により車輪9を回転軸7に固定してある。

【0047】46は固定子取付部材で、該固定子取付部材は軸線方向に伸びる円柱部47と該円柱部47の一端側に設けられたフランジ部48とを有している。円柱部47はカバー6のカップ状部20の底壁中央部に設けられた軸受部に嵌装された摺動軸受49により支持され、フランジ部48には固定子2がねじ22により取り付けられている。固定子取付部材46はカバー6との間に軸線方向への変位のみが許容される状態で摺動軸受49により支持されている。カバー6のカップ状部20の底壁部と固定子取付部材46のフランジ部48との間には、該フランジ部48を弾圧して固定子取付部材46を図示矢印方向と反対の方向に付勢するばね50が配置されている。

【0048】固定子取付部材46の他端51には図示しないアクチュエータが連結されていて、該アクチュエータにより固定子取付部材46を固定子2とともに図示の矢印方向に変位させて、固定子磁極13と回転子磁極16との対向面積を変位させることにより、電機子巻線12の鎖交磁束量を調節する。このアクチュエータは、公知のソレノイドあるいはトルクモータ等の駆動源と、該

駆動源を駆動する駆動回路とにより成することができる。このアクチュエータは、電動機1の回転速度あるいは該回転速度に対応する車速を検出する速度検出器(図示せず)の出力信号により制御されて、電動機1の回転速度の上昇に伴って増大する図示の矢印方向の牽引力を発生し、該牽引力とばね50の弾圧力とが平衡する位置まで固定子2の軸線方向位置を変位させる。電動機1の回転速度 N とこの回転速度に応じて固定子2が変位させられたときの電機子巻線12の鎖交磁束量 ϕ との関係が図2(B)に示した関係と同様になるようにアクチュエータ及びばね50の特性を設定すれば、電動機1の出力特性を図4に示したようにすることができる。

【0049】上記の実施例では、電動機の回転速度の検出信号によって制御されるアクチュエータにより固定子を軸線方向に変位させるようにしたスラスト機構を用いたが、固定子2を手動操作により軸線方向に変位させるスラスト機構を採用することもできる。この場合には、電動機1の固定子2と手動操作部材とを連結手段により連結し、該手動操作部材を手動により操作することにより、固定子2を軸線方向に変位させて回転子磁極16と固定子磁極13との対向面積を変化させる。例えば、手動操作部材として車両のハンドルに設けられたグリップあるいはレバーに連結手段としてのワイヤーの一端を結合し、該ワイヤーの他端を固定子取付部材46(図6参照)の他端51に結合する。この場合には、電動機1の回転速度あるいは車両の車速に応じて手動によりグリップあるいはレバーを操作して固定子2を軸線方向に変位させることにより、電機子巻線12の鎖交磁束量を調節して電動機1の出力特性を変えることができる。

【0050】以上の各実施例では、直流電動機として、回転子が固定子の外側を回転するアウトロータ構造を有するものであったが、この電動機として、インナロータ構造を有するものを用いることもできる。この場合の電動機は、環状の継鉄部から $3n$ (n : 整数)個の突極部を径方向内側に向けて突出させた固定子鉄心の各突極部に電機子巻線を巻回してなる固定子と、該固定子の内側に配置されて外周に永久磁石からなる $2n$ 極の回転子磁極を有する回転子とにより構成し、固定子鉄心の各突極部の先端部により形成される固定子磁極と回転子磁極とを径方向に対向させる構造とする。電機子巻線の鎖交磁束量を調節する磁束調節手段としてのスラスト機構は、前記第1実施例(図1参照)あるいは第2実施例(図6参照)の場合と同様に、固定子を取り付けられた回転軸を軸線方向に変位させる手段あるいは固定子を軸線方向に変位させる手段により回転子と固定子との間に軸線方向の相対的な変位を生じさせる機構を用いることができる。

【0051】図7は本発明の第3実施例の構造を示したもので、この実施例では、直流電動機として、固定子磁極と回転子磁極とが軸線方向に対向する構造を有するも

のを用い、磁束調節手段は、電動機の回転子磁極と固定子磁極との間のギャップを変化させるように該電動機の回転子と固定子との間に軸線方向の相対的な変位を生じさせるスラスト機構により構成されている。図7において図1の各部と同等の相当部分には図1における符号と同じ符号が付してある。

【0052】図7において、電動機1の固定子2は、環状円板形の継鉄52の軸線方向の一方の面から、 $3n$ (n : 整数) 個の突極部53を軸線方向に突出させた固定子鉄心54と、該突極部53に巻回された電機子巻線12とからなっている。 $3n$ 個の突極部53は周方向に等角度間隔で並ぶように設けられ、各突極部53の先端部が固定子磁極13となっている。この固定子2はカバー6の固定子取付部21にねじ22により取り付けられている。

【0053】電動機1の回転子3は、中央部にボス17を有する円板状の磁路構成部材55と、該磁路構成部材55の固定子鉄心の突極部と対向する側の面に固定された永久磁石56とからなり、永久磁石56は軸線方向に着磁されて周方向に交互に異極が並ぶ $2n$ 極の回転子磁極16を構成している。回転子磁極16は固定子磁極13と軸線方向にギャップ(キャップ長 g)を介して対向させられている。

【0054】回転子3は、軸受8により回転及び軸線方向に撓動が可能に支承された回転軸7の一端側に取り付けられており、該回転軸7の他端側は車輪9との間に軸線方向への変位のみが許容される状態で車輪9に結合されている。電動機1の回転子3と固定子2との間に軸線方向の相対的な変位を生じさせるためのスラスト機構は、既述の第1実施例の場合と同様に、回転軸7を図示矢印方向に変位させるように駆動する遠心ガバナ機構10からなり、車輪9の回転速度の上昇に伴って固定子磁極13と回転子磁極16との間の軸線方向のギャップ長 g を増大させて電機子巻線12の鎖交磁束量を減少させるように作動する。

【0055】上記の実施例では、電動機の回転子3の回転軸7を軸線方向に変位可能に支持して、遠心ガバナ機構10により回転軸7を軸線方向に変位させることにより固定子磁極13と回転子磁極16との間のギャップを変化させる磁束調節手段を用いているが、該磁束調節手段として、既述の第2実施例(図6)と同様に、電動機の固定子2を軸線方向に変位可能な状態で支持して、電動機の回転速度に応じて固定子2を軸線方向に変位させることにより、固定子磁極と回転子磁極との間のギャップを変化させるようにしたスラスト機構を用いることもできる。

【0056】以上の各実施例では、電動機の回転子を一

端側に取り付けた回転軸の他端側を直接車輪に結合したが、必要に応じて回転軸の他端側を減速歯車機構を介して車輪に結合するようにしてもよい。

【0057】以上の各実施例では、直流電動機は $2n$ (n : 整数) 極の回転子磁極と $3n$ 極の固定子磁極とを有する3相構造のものであったが、回転子磁極及び固定子磁極が共に $2n$ 極の単相構造である場合にも本発明を適用できる。この場合には、電動機の回転速度を制御するための制御系も単相制御方式とする。

【0058】

【発明の効果】以上のように、本発明によれば、磁束調節手段により電動機の電機子巻線に鎖交する有効磁束量を調節できるようにしたので、電動機の回転速度に応じて電機子巻線の鎖交磁束量を調節することにより回転速度の広い範囲にわたって電動機の出力を大きな状態に維持することができる。従って、自動変速機構を用いたり電動機を大形化したりすることなく、低速域で大きな発生トルクが得られ、しかも高速回転が可能な電動車両用駆動装置を得ることができる利点がある。

【図面の簡単な説明】

【図1】本発明の第1実施例の構造を示す縦断面図である。

【図2】図1の実施例における回転速度と電機子鎖交磁束量との関係を説明するための線図である。

【図3】図1の実施例における電動機の制御系の構成例を示した回路図である。

【図4】図1の実施例における電動機で得られる出力特性を説明するための線図である。

【図5】図1の実施例を用いて得られる車両の走行特性を説明するための線図である。

【図6】本発明の第2実施例の構造を示す縦断面図である。

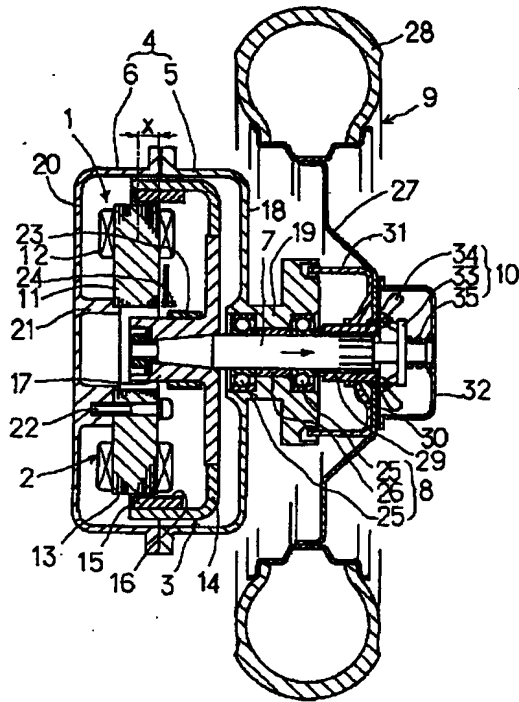
【図7】本発明の第3実施例の構造を示す縦断面図である。

【図8】電動機の電機子鎖交磁束量が異なるときの電動機出力の違いを比較して示した線図である。

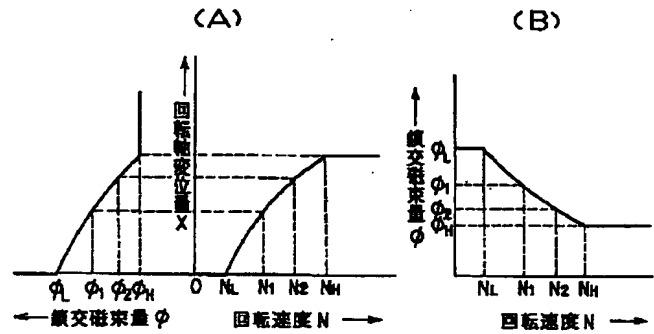
【符号の説明】

- 1 直流電動機
- 2 固定子
- 3 回転子
- 7 回転軸
- 9 車輪
- 10 遠心ガバナ機構
- 11 固定子鉄心
- 12 電機子巻線
- 13 固定子磁極
- 16 回転子磁極

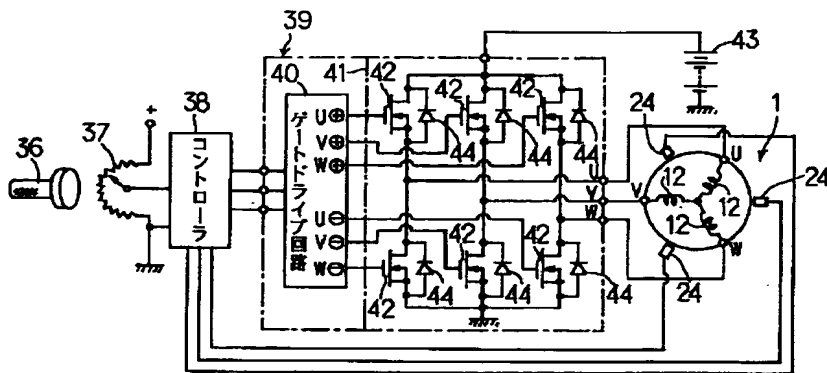
【図1】



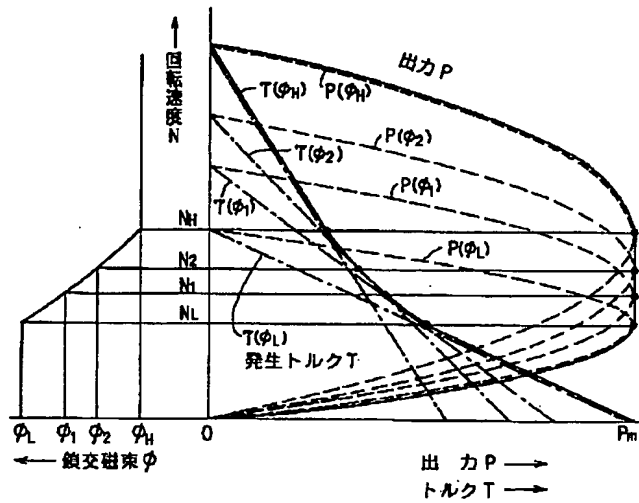
【図2】



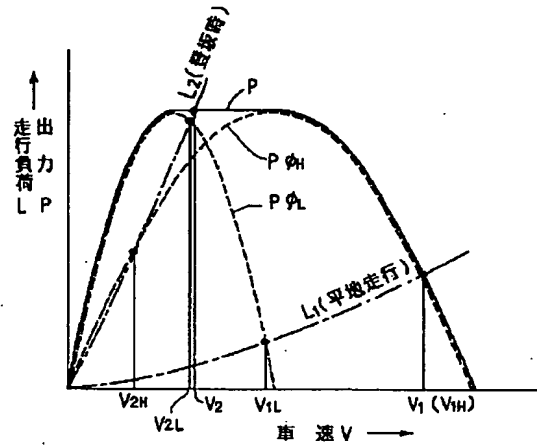
【図3】



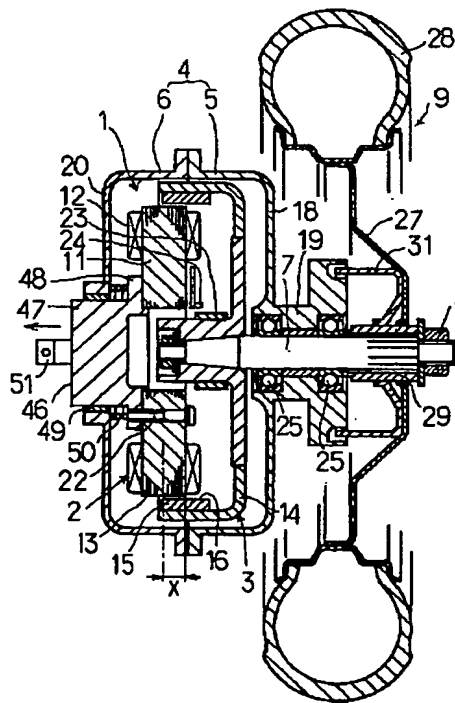
【図4】



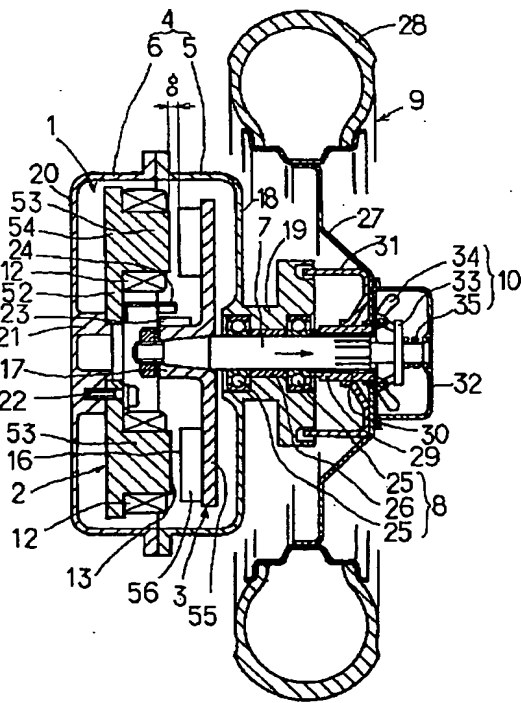
【図5】



【図6】



【図7】



【図8】

